WESTERN RAILROADER

A Publication of the Pacific Coast Chapter, Railway & Locomotive Historical Society, Inc.
FOUNDERS OF THE CALIFORNIA STATE RAILROAD MUSEUM
-&-
THE SAN FRANCISCO CABLE CAR MUSEUM

November / December 2008 Number 686

Taking on Water in Mt. Shasta before the return trip to McCloud

The Saturday run was chartered by the Shasta Cascade Rail Preservation Society out of Redding, California. With two passenger cars in tow, No. 25 traveled up and over the slopes to the city of Mount Shasta, stopping once along the way to drop off passengers, then retreating a short way back down the tracks in preparation for a "runby". With great pistons pulsing, driven by hundreds of pounds of steam pressure, the wheels find traction and the locomotive laboriously gains speed. Thick black smoke belched from its stack and the furious scream of its whistle echoed across the fog shrouded canyons, as it plowed past rail fans taking pictures and videographers capturing the sights and sounds.

Caption by Gene Engle, Mount Shasta Area Newspapers. Photograph taken under very wet skies by Rusty Murchison.

Rusty Murchison wrote - Sadly, today, Saturday, November 1, 2008, was the "next" to last Steam Trip on McCloud Railway (McCloud CA)---- tomorrow (Sunday, November 2nd) will be the last Steam Trip ----- at least that is what the Owner has stated.

In addition to the last Steam Trip, the McCloud No. 25 (the Steam Engine used today) has been put up for sale by the owner and is expected to leave the property within the next 6 to 9 months.

ONE RAILBUS – TWO REUNIONS

Hal Madson

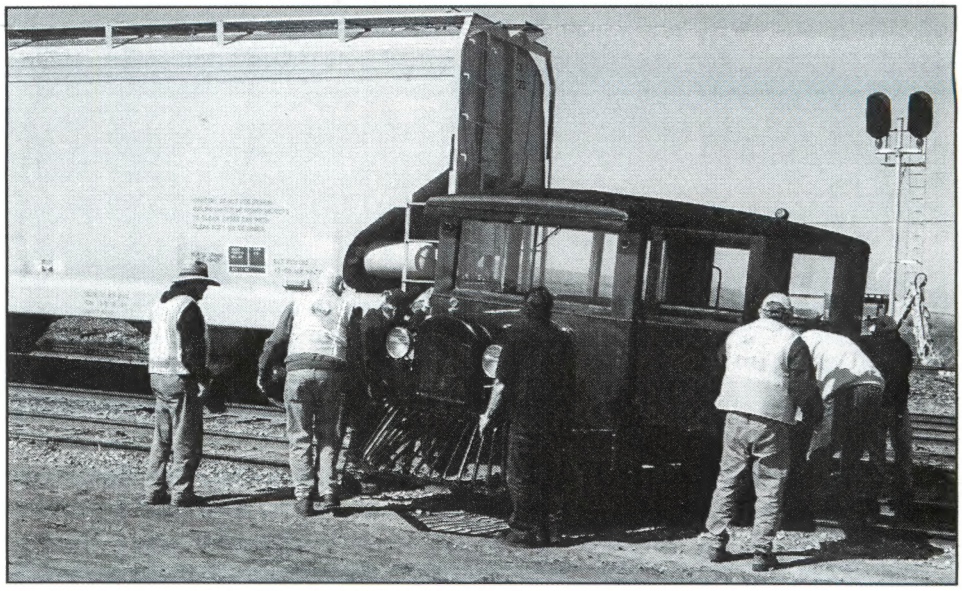
April 5, 2008 was an epic day in the railroad history of the Santa Maria Valley. Railbus No. 9 which once rode the rails of the Santa Maria Valley Railroad as an express car carrying packages, mail and valuables between

Santa Maria and Guadalupe returned to home rails after a forty six year hiatus to make the trip two more times, this time carrying a few lucky passengers, myself and Ed Couch among them. With the exception of a pilot added by her restorers, the Pacific Southwest Railway Museum, the car appeared as it did when placed in service in 1932 - beaver brown with black roof and yellow lettering.

The occasion for the visit was to lead a procession of some thirty "speeders" – which are motorized handcars once used across the nation's rail network as maintenance vehicles. They have been replaced by what are known as high-rail vehicles, which are conventional road vehicles fitted with flanged steel wheels attached to their bumpers to keep them on railroad tracks. Speeders are now for the most part used by hobbyists who restore them to standards demanded by their parent organization NARCOA an acronym for the North American Rail Car Owner's Association.

Ed Couch was one of the organizers of the Pacific Southwest Railway Museum which spun off from the San Diego Railway Historical Society when he and a few other members desired a more proactive effort to restore and operate historic railroad equipment. They were incorporated as a 501-C-3 nonprofit corporation in 1961. They then started sending letters out to owners of equipment earmarked for scrap in various parts of the country. They reasoned that a donor could get market value as a tax benefit that would eclipse the scrap value of most of what they might want to acquire.

Their first acquisition was a 0-4-0 locomotive from the E. J. Levino Company of Sheraton PA. The second acquisition was Santa Maria Valley RR No. 9, which was residing in the old Berkowitz scrap yard in Santa Maria.



Number 9 just after being rolled off her transport trailer.

Ed and Dick Pennick flew up to Santa Maria in Dick's Cessna 150 and took a cab from the airport to the scrap yard to meet Sam Berkowitz and sealed the deal. They returned two weeks later and picked No. 9 up along with all the parts Berkowitz had that went with her, notably the body which had been apart from the car for all the years she was used as a crew car on the SMVRR. This was in 1962.

During the next ten years No. 9 resided in two different back yards and Ed had left the area to take a job with the Eastman Kodak Co. in Los Angeles. Walt Hayward began to restore No. 9 and Ed had lost track of her, although he must have thought of her often.

Ed became active in the Santa Maria Valley Railway Historical Museum and never really thought he would see No. 9 unless he traveled to the San Diego area, which is home to her owners. He did make attempts to get it to Santa Maria for appearances in the annual Elk's Rodeo Parade. As for myself, I never thought I would see the bus period, let alone ride in her on home rails.

See RAILBUS Page 3

RAILBUS-Cont'd From Page 2

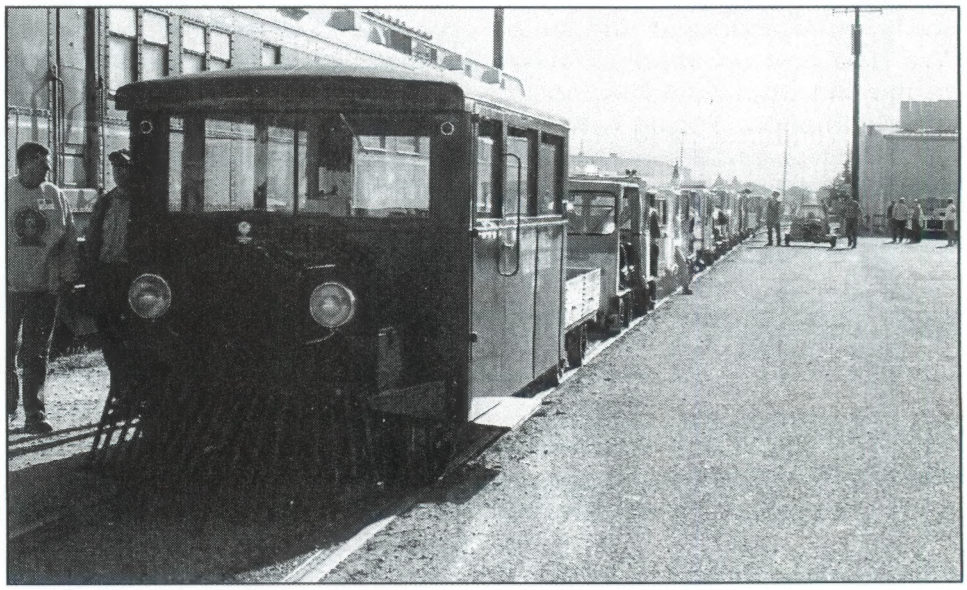
The SMVRR is one of the last railroads to still use speeders as originally intended and has two in service. Even though most of the line has access roads adjacent to track, Speeders are used to inspect track. The two push cars on the roster are used to haul items as large as lengths of rail when tied together by a long draw bar, ballast and other items. The railroad also has a homemade weed sprayer that is pulled by the larger of the two speeders. In addition to this there is a crane truck, dump truck and several other vehicles used in track maintenance.

I rode the 9 am run and Ed got on for the 2 pm run. Our "bus driver" was PSWRM president Jim Lundquist. Santa Maria city councilman Bob Orach rode out as far as Barsug where he had to detrain because of a meeting. Mayor Lavagnino would have also come, but had an earlier meeting. Other museum members along were Brian Elmore and "Red" Schmitz, both of whom were involved in restoration of No. 9. They would prove to be handy to have along later on the trip. Karl Hovinitz – owner of the 7" gauge Bitter Creek & Western and one other Bitter Creek guy rounded out the crew. Karl acted as the guide and carried the forward radio. Another NARCOA member at the rear also had a radio, so we always knew what was happening in the rear flanks.

We departed the depot at 9:08 am with our procession behind us and crossed Broadway. There wasn't much traffic that early so we didn't have much of an audience. That wouldn't be the case at 2:00 pm however. Usually people come out of houses or stand on the sidewalks at road crossings to gawk at those guys in the little cars.

NARCOA members are briefed before departure from the platform of the private car La Condessa.

SMVRR gen. Mgr. Dave Jennings and Merle Haberman kept ahead of the group to activate the crossing signals which the speeders are unable to do on account of one of



The procession is ready to depart.

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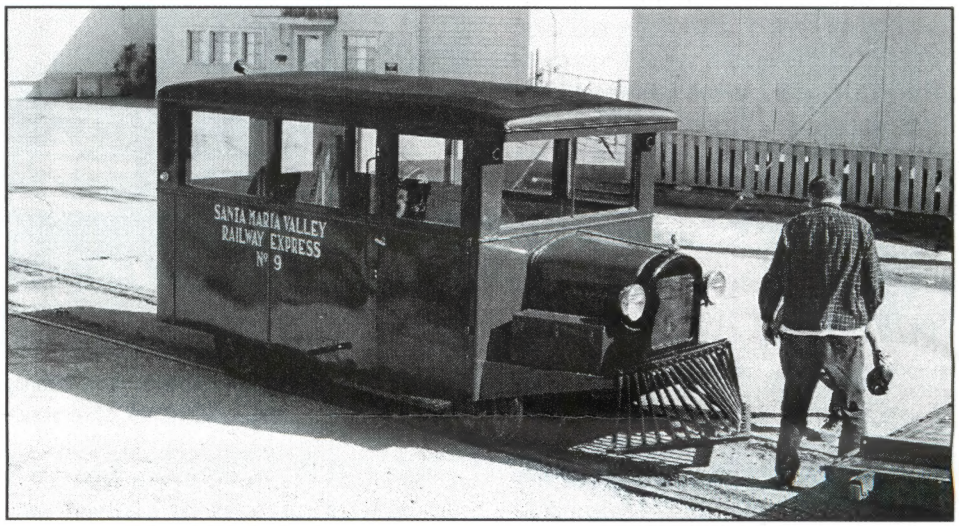
the NARCOA requirements is that the wheels be insulated to prevent closing the circuit. Since our rail bus is museum property and on loan to the SMVRR we were not subject to that requirement and were activating signals as we approached unintentionally causing problems for Dave and Merle. That was soon straightened out as we then waited a respectable distance from the trigger point for Dave while the speeders caught up. We kept leaving them behind because our bus, build by Ford Motor Company subsidiary, Fairmount used a model A engine and had a three-speed truck transmission. Jim "drove" it as one would a car. We did have to respect the railroad's 19 mph limit though.

I have ridden in locomotive cabs as well as the SMVRR dinner excursions, and I have to tell you, you see a lot more railroad when you are in a speeder. Riding a speeder really beats you up and if there is no cab you need to dress for the weather. We were fairly comfortable in the bus. We also had an excellent view of the line from Santa Maria to our destination, Barsug – which is just outside Guadalupe and the site of the last yard on the SMVRR system. The yard was built in the 70s to handle incoming traffic mostly beets and now that the Holly Sugar refinery is closed and dismantled the yard is used to store cars not currently being used by other carriers.

It was here that everyone equipped with a turntable turned around. The small trailer we were pulling was attached to the speeder now in front of us and the No. 9 was turned after the turntable was jacked down and into place. This part was altered from the original and was not quite long enough since it was designed to turn at a road crossing. Jim found another piece of wood to put under it and made due. The car was turned with Karl acting as a counterweight on the rear bumper.

I must digress a bit. On the previous speeder run in which I participated as a rider there were no plans for comfort stops and this fact put some participants in a little distress. This time around port-a-potties were placed along the route and it was at a rest stop that all three crewmembers opened the hood



No. 9 being turned at Barsug for the return trip.

I remember suggesting that we use an empty storage track as a run around so the group wouldn't hold us up and it was decided not to even though Karl had a switch lock key. It was just as well, since the fun started when we started out from Barsug.

For what ever reason – and I will not get into it since I am not a mechanic – the little Model A engine was hard to get started and misfired frequently. It also seemed to be boiling over. Both Red and Brian offered differing opinions as to what the trouble might be and I took comfort in the fact I had brought my cell phone along and could always call my wife Susie if I needed a ride home.

and had a conference. The radiator, although not overheating, was filled with Arrowhead drinking water. It was determined we could continue, and even though some in the NARCOA group wanted us to lead the procession into Santa Maria, it was decided after a lively discussion between the crew, to remain in last place so as not to hold up the entire parade should there be trouble.

Ed rode on the afternoon run. I asked him to verbalize his feelings and he told me that it was an experience of a lifetime to not only be involved in the saving of No. 9, but to see her once again on home rails and ride in her was something he would never forget. This truly was about one rail bus and two reunions.

See RAILBUS Page 5

RAILBUS-Cont'd From Page 4

Number nine is the first piece of former SMVRR rolling stork to make a return visit to home rails. There is the possibility that there will be another, but that is another story. *Photos on following pages.*

See RAILBUS Page 6

Author Hal Madson & Santa Maria Valley R.R. President Rob Himoto.

A BIT OF V&T HISTORY

The following information was relayed to your Editor by Mike Collins. Rio Grande Models has released a HO model of Virginia & Truckee Railway Car No. 20/21 in two separate kits. Kit No. 3124-20 and 3125-21. This car was built by the company in their Carson City shops and out shopped in September 1906 at a cost of $2,183.38. The car was built for use on the Minden Branch in mixed train service. As built, the car had two small side doors on opposite sides along with a large middle door and no end doors. The car rode on swing motion arch bar freight trucks. With the arrival of the new Hicks built Combination Car No. 20 in December 1907, the Mail & Express car was renumbered to 21. A set of used 26 ton, six foot wheelbase caboose trucks were purchased from the Southern Pacific in May 1911 to replace the freight trucks. In August 1914, the two small side doors were removed and end doors added. No. 21 was also used as a trailer behind the McKeen Motor car on the Reno to Minden run. The McKeen Car used straight air instead of automatic air brakes and a small tender brake cylinder was added to the underside of the 21. The brake rod was then moved from the automatic brake cylinder to the tender brake cylinder when used behind the McKeen. Note that the tender brake cylinder is not shown on my drawing of the car (page 289 of Ferrell's V&T book). After the McKeen motor car was converted to carry mail in October 1932, Mail & Baggage Car No. 21 along with the Detroit Combines (nos.15 or 16) saw service on the Saturday train to Virginia City. No. 21 was sold to Hollywood in August 1938. The car is now part of the V&T collection at the Nevada State Railroad Museum in Carson City. The Kits consist of laser cut wood sides, molded roof, brass etched steps, white metal cast parts and trucks (Freight trucks for No. 20 and Caboose trucks for No. 21). Contact Rio Grande Models if you are interested in these or other V&T kits. www.riograndemodels.com

RAILBUS-Cont'd From Page 5

SANTA MARIA VALLEY RAILROAD COMPANY

Capacity of Sidings and Spurs in 42 ft. Car Lengths		EASTBOUND	MAIN LINE		WESTBOUND	
			TIME TABLE NO. 3 TO TAKE EFFECT JANUARY 10, 1954	Distance From Guadalupe		
		CNRHS #1	STATIONS		CNRHS #2	CNRHS #4
Yards	ALL TRAINS RUN AS EXTRAS	9:55am	GUADALUPE	0.0		2:40pm
20			BARSUG	0.8		
14			BRAGUR	2.4		
00			BETTERAVIA JUNCTION	3.3		
32			BETTERAVIA STORAGE	3.5		
36			BETTERAVIA STOCK	4.1		
40			BETTERAVIA STOCK PASS	4.1		
12			CARR	4.8		
34			CARR SCALE	4.9		
4			PACER	5.9		
15-22			MIDCO.	7.4		
31			STORAGE	7.6		
Yards			SANTA MARIA	9.3	11:45	1:30pm
50			AIRPORT STORAGE	10.3		
9-9			ROSEMARY	11.3		
20			REX	12.7		
8		11:10	GATES	14.8	11:15	

Distance From Guadalupe	Santa Maria Air Field Branch	Distance From Santa Maria	Capacity of Sidings in 42 ft. Car Lengths	Distance From Guadalupe	Betteravia Branch	Distance From Santa Maria
11.2	AIRBASE	2.7		3.3	BETTERAVIA JUNCTION	6.0
9.3	SANTA MARIA	0.0	27	3.9	IREMEL	6.6
10.8	NORTH SANTA MARIA	1.5	Yards	4.8	BETTERAVIA	7.5
					Battles Branch	
				12.8	BATTLES	3.5

E. E. BROCKMAN, Chief Dispatcher

G. D. COOK, Dispatcher
C. R. HOLDEN, Dispatcher

H. CLARKE, Dispatche
W. B. WESTON, Dispatche

CREDITS: Material for this issue furnished by Santa Maria Valley Railroad through DeWitt Meredith, head of the public relations department. Roster information from G. M. Best. Photos from General Electric, Santa Maria Valley Railroad, L. J. Giapponi, D. S. Richter, Bert Jard, Wm. Darrough, Jack Gibson and J. P. Carrick.

The Western Railroader

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Editor-Publisher

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The time table shown above is from "The Western Railroader" Issue 174 dated April 1954. The title page was Santa Maria Valley Railroad Co. – California-Nevada Railroad Historical Society Excursion Time Table No. 1, in effect March 14, 1954 at 12:01 A.M.

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RAILBUS-Cont'd From Page 6

STEAM LOCOMOTIVES SANTA MARIA VALLEY

Number	type	builder	serial	year built
1	4-6-0	Schenectady	#1588	1882
		57" 18x24" 110600 140 16230		
		Purchased 1911, ex-SP of Arizona 69, SP 149, 1641, 2075; scrapped 1913.		
1	2-8-0	Baldwin	#31418	1906
		50" 20x24" 142000 180 29200		
		Purchased 1913, second #1, ex-Tonopah & Tidewater #5, renumbered #15 in 1925.		
2	2-6-0	Baldwin	#29312	1906
		50" 18x24" 112 000 180 21400		
		Purchased 1913, ex-Tonopah & Tidewater #4, renumbered #12 in 1925.		
12	2-6-0	ex-SMV #2 above, scrapped 1937.		
15	2-8-0	ex-SMV 2nd #1 above, scrapped 1933.		
21	2-8-2	Baldwin	#58368	1926
		50" 19x26" 162000 200 31900		
		retired 2/25/62, sold Shasta HuffenPuff at McCoud, Calif.		
100	2-8-2	Baldwin	#59284	1926
		44" 18x24" 144330 185 27800		
		Purchased 1942, ex-McCormick Lbr #4, Pope-Talbot Lbr #100, retired 1961 sold 2/62 to White Mt. Scenic RR #100 resold to Heber Creeper #100		
125	2-6-2	Baldwin	#52790	1922
		44" 18x24" 160000 190 31800		
		Purchased 1941, ex-Columbia & Nehalem River Railroad #125		
150	2-8-2	Baldwin	#55804	1922
		44" 18x24" 144330 185 27800		
		Purchased 1942, ex-Vance Lbr #4, Mason County Lbr #4; scrapped 1947		
205	2-6-2	Baldwin	#57613	1924
		49" 17x24" 128800 195 23460		
		Purchased 1933, ex San Joaquin & Eastern #205; retired 1950 to Santa Maria fair.		
1000	2-8-2	Schenectady	#61535	1920
		48" 20x28" 195000 180 35700		
		Purchased 1944, ex-Hetch Hetchy R.R. #4, Newaukum Valley #100; to TravelTown in 1954.		

(Drives, cylinders, weight, boiler pressure, tractive effort)

CREDITS: Gerald M. Best in Pacific Railway Journal with additions fromP. Allen Copeland in 1982.

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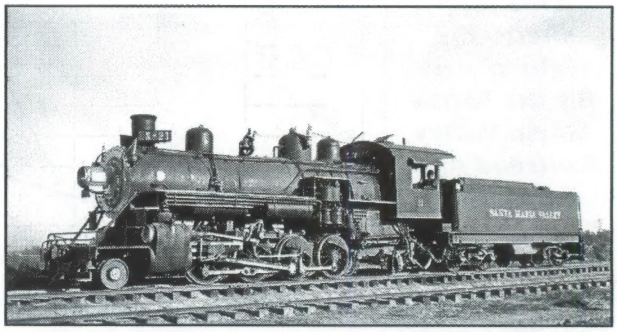

Engine 21

Engine 100

The above roster is from The Western Railroader Issue 504 dated February 1983. Photos furnished by Mr. Stan Kistler. Editor's Note: Santa Maria Valley Railroad also had 8 diesel locomotives numbered from 10 to 80, they were all 70 ton locomotives built by General Electric and acquired by the SMVRR between July 1948 and December 1953. Further information regarding these diesel locomotives can be found in Issue 504.

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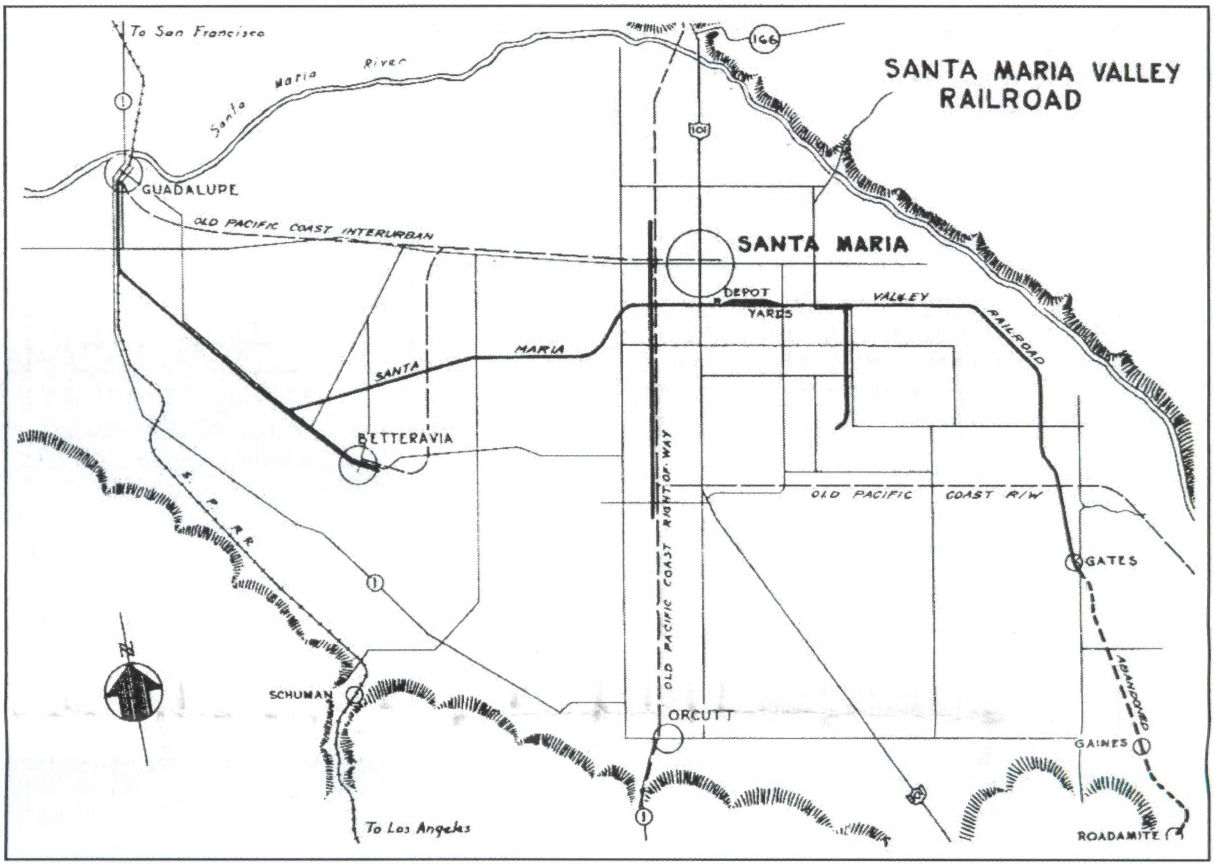
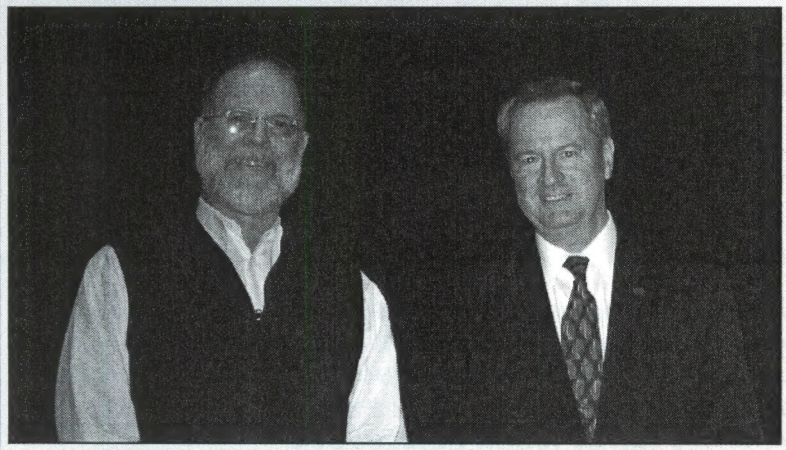
RAILBUS-Cont'd From Page 7

This map shows the right of way for the Santa Maria Valley Railroad and comes from "The Western Railroader" No. 504 dated February 1983.



PACIFIC COAST CHAPTER FALL MEETING NOVEMBER 15, 2008

Mr. Stephen Drew, Senior Curator at the California State Railroad Museum presented the history of Lucius Beebe and Charles Clegg's private car the "Gold Coast" along with many photographs. Following is a copy of the CSRM Information Sheet No. 2 that contains much historical information about this car.

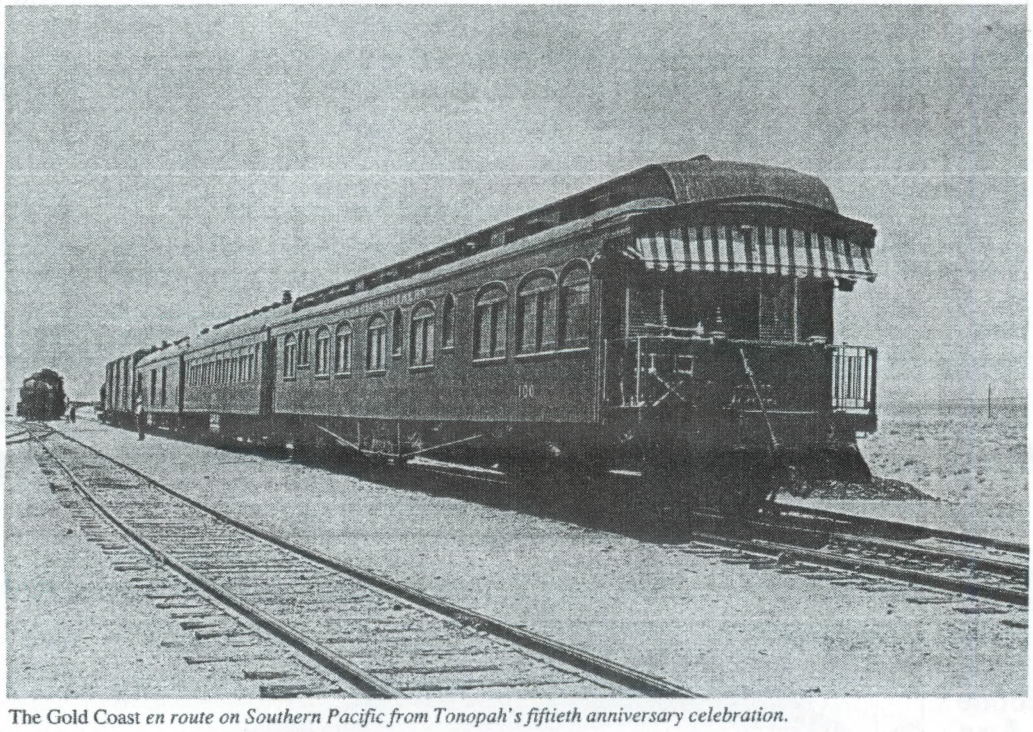


On the right is Mr. Stephen Drew, Chief Curator at the California State Railroad Museum and on the left is Mr. Frank Ackerman, Curator of Education with the Nevada State Railroad Museum.

CALIFORNIA STATE RAILROAD MUSEUM

Information Sheet No. 2

Georgia Northern Private Car No. 100 The Gold Coast



The Gold Coast *en route on Southern Pacific from Tonopah's fiftieth anniversary celebration.*

Built/Rebuilt:	Central of Georgia Railway
Place:	Savannah, Georgia
Date:	Late 1905
Type:	Standard Gauge Private Car
Construction:	Wood Body with Steel Underframe
Trucks:	2, 6-Wheel Wood Frame with 36 inch Diameter Wheels
Couplers:	Sharon Knuckle
Interior:	Inlaid Mahogany with Oak Veneer Empire Ceiling
Sleeping Accommodations:	9, Including 2 Crew
Lighting System:	32 Volt Gould DC
Heating System:	Vapor Steam Car Heat
Floor Coverings:	Carpet and Linoleum
Length Overall:	81 feet 10 inches
Total Weight:	156,000 pounds
Donated:	1969 by the Railway & Locomotive Historical Society, Pacific Coast Chapter

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GEORGIA NORTHERN PRIVATE CAR NO. 100 THE GOLD COAST

By Stephen E. Drew CSRM Senior Curator

All photographs courtesy of the California State Railroad Museum

The private railroad car has always been a status symbol for aristocracy and the extravagantly wealthy. A veritable land yacht on wheels, a private railroad car afforded its owners the luxury of traversing the country within the comfort of elegantly appointed living, dining and sleeping accommodations, attended by a private chef and car steward. Early in 1948, railroad aficionados Lucius Beebe and Charles Clegg purchased their first private car, "The Gold Coast," from the Georgia Northern Railway at Moultrie, Georgia.

Lucius Morris Beebe (1902-1966) was born in Wakefield, Massachusetts to an established New England family. A well-known columnist and society writer for the **New York Herald Tribune** and later the **San Francisco Chronicle**, Beebe authored dozens of pictorial railroad history books. With photographer and collaborator Charles Myron Clegg, Jr. (1916-1979), the pair realized the dream of many railroad enthusiasts. In March 1948 they purchased a private car in which to make their home in the Carson City, Nevada yards of the legendary Virginia & Truckee Railway.

"The Gold Coast" was built, or possibly rebuilt, in 1905 in the Savannah, Georgia car shops of the Central of Georgia Railway as CofG officers' car No. 97. Remnants of earlier appointments and discontinued sill and plate truss rods suggest that the Pullman-green car may well have been rebuilt from an older car. The wood car was paneled inside in inlaid mahogany and featured leaded mirrors and colored glass clerestory and transom windows. Some of the linens still on board the car bear the unique CofG No. 97 monogram.

Of western interest: between 1907 and 1909 the Central of Georgia briefly was under the control of railroad mogul Edward Henry Harriman (1848-1909). Shortly after the CofG was forced into receivership, the wood-body car, now with an added steel underframe, was sold in 1933 to the Live Oak, Perry & Gulf Railroad at Foley, Florida. A decade later the Brooks-Scanlon Corporation—LOP&G's parent company—purchased the car and painted it bright apple red. In 1946 the car became George Northern No. 100. Returned to Pullman-green livery, it was used by the GN for entertaining at Moultrie, Georgia with occasional excursions to Carrabelle Beach, Florida.

The Gold Coast as it was spotted for occupancy 1948-1950 in the bucolic Carson City yards of Nevada's famous Virginia & Truckee Railway.

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Early in 1948, Hollywood interior decorator Robert T. Hanley outfitted the car to its present posh appearance. Beebe and Clegg like to refer to the interior of their car as reminiscent of Leland Stanford's (1824-1893) private car. A linen closet, six built-in seats, two overhead berths and a water closet were removed to create an unusually long observation-lounge replete with simulated green marble fireplace. Redecorated rooms included a master stateroom with shower, a guest room, formal dining room with built-in china cabinet, kitchen, wine and cold storage, and crew quarters. Beebe and Clegg christened the car "The Gold Coast" and wrote three books while living aboard it during the summers of 1948-1950 in the V&T's Carson City yards. They also made occasional excursions with the car to the Bay Area and back. Aboard their private "mansion on rails," Beebe and Clegg wined and dined royalty and literary figures from throughout the world.

Charles Clegg and Lucius Beebe enjoy one of their favorite beverages in the spacious 21-1/2 foot-long observation-lounge of their private car The Gold Coast.

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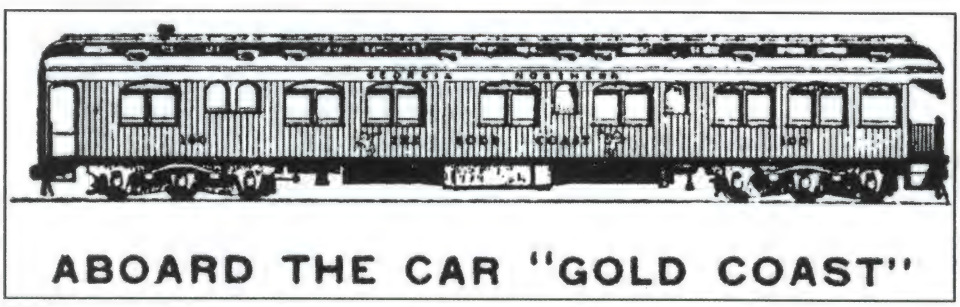
GEORGIA-Cont'd From Page 11

Charles Clegg and Lucius Beebe at home in the John Piper House on "A" Street in Virginia City, Nevada.

When the 80-year old Virginia & Truckee ceased operations in May 1950, "The Gold Coast" moved onto Southern Pacific tracks at Sparks, Nevada. As railroads became reluctant to handle a wood car, the authors purchased the all-steel, 1928 air-conditioned Pullman car "Golden Peak." Completely redone, also by Robert T. Hanley, the car was renamed "The Virginia City" in honor of the authors' Comstock home and where they co-published the **Territorial Enterprise**. After briefly owning two private cars, Beebe and Clegg presented "The Gold Coast" to the Railway & Locomotive Historical Society in November 1954. Their second car, "The Virginia City," is now privately owned: Amtrak-compatible, it frequently operates in chartered service between Oakland and Sparks.

The Central of Georgia cast iron builder's plate on one of the six-wheel trucks under The Gold Coast.



Letterhead used during the late 1950s by Lucius Beebe and Charles Clegg.

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GEORGIA-Cont'd From Page 12

In the custody of the R&LHS Pacific Coast Chapter, "The Gold Coast" was used for VIP excursions and static public display. One notable operation was in 1959 for the filming of Walt Disney Productions' "Pollyanna." In anticipation of the California State Railroad Museum, the car was presented by the Pacific Coast Chapter to the State of California in August 1969 at Sacramento.

The opulent car was the site of many influential gatherings to discuss the Museum's development. Perhaps the most memorable event was July 13, 1970 with CSRM's leading advocates, the Sacramento Trust for Historic Preservation, hosted then-California Governor and Mrs. Ronald Reagan for dinner aboard the splendid car, an evening which eventually paid important dividends for the Museum.

After seven years storage in Sacramento, the private car was cleaned and moved in June 1976 into CSRM's newly reconstructed Central Pacific Railroad Passenger Station. A raised platform alongside the car allowed visitors a look into the elegantly furnished rooms. "The Gold Coast" quickly proved to be the Museum's most popular car on display. When construction of the new Museum of Railroad History began, the car was stored in SP's Sacramento car shops for most of 1980 until removal to the Museum's Restoration Shop in December 1980.

Restored by the California State Railroad Museum to its 1948-1950 appearance, The Gold Coast has been on public exhibit since the opening of the Railroad History Museum on May 2, 1981.

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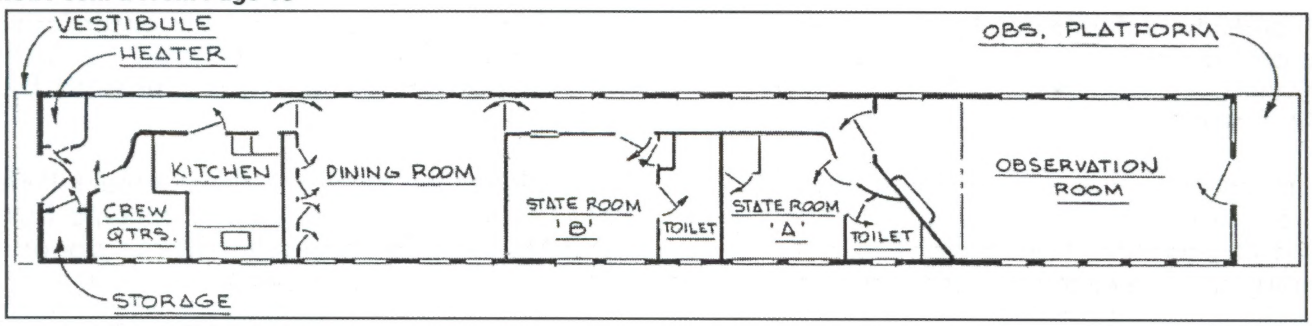
GEORGIA-Cont'd From Page 13



The car's restoration posed several options. Industrial archaeology uncovered nearly 50-year old paint and lettering schemes. Historical research and the existence of furnishings removed at Reno in 1948 meant it would be possible to restore the car to one of its East Coast liveries. But a pre-1948 restoration to the car's appearance while in Georgia or Florida would have minimal interpretive value in California. The curatorial decision: restore the car to its 1948-1950 appearance as occupied by Beebe and Clegg at Carson City. Carpets, upholstery and window coverings were professionally cleaned. Chandeliers were resilver-soldered and aging glass windows releaded. Sanded and primed, the car was painted and relettered in the roundhouse of the Museum of Railroad History. It was moved into its present location in the Museum's Great Hall on February 27, 1981.

Juxtaposed to sectioned Santa Fe lounge car No. 1396, "The Gold Coast" offers sharp visual contrast between a turn-of-the-century wood car and a stainless steel car body of 1940. "The Gold Coast" is the Museum's only true private car. It is an anchor in the Museum's interpretive storyline on passenger travel and private cars and serves as a tribute to the celebrated works and bon vivant lifestyle of railroad historians Lucius Beebe and Charles Clegg.

For further reading:

Beebe, Lucius. **Mansions on Rails: The Folklore of the Private Railway Car.** Berkeley, California: Howell-North Press, 1959

California State Railroad Museum Reports; available in the CSRM Library:

Georgia Northern Railway Private Car No. 100 *"The Gold Coast."*

Equipment Restoration Feasibility Investigation, 1976. Compiled by Stephen E. Drew and William A. Oden. 64 pp. Typescript.

Report, 1979. Compiled by Fred Winik. 7pp. Typescript

WELCOME TO NEW AND RETURNING MEMBERS

The Board of Directors and Officers of the Pacific Coast Chapter of the R&LHS wish to welcome aboard a new member of the Chapter.

Mr. Mark S. Bassett

IN MEMORIUM

The following member has passed away. The Board of Directors and Officers of the Pacific Coast Chapter of the R&LHS wish to extend their sympathy to the member's family.

Mr. James L. Larson former Amtrak executive, R&LHS Society director and PCC Member.

Pacific Coast Chapter Needs

The Board of Directors cordially invites and encourages any member in good standing to participate by becoming a member of the Board or volunteer to assist in various projects. Board Members meet generally once a month in the Folsom History Museum in Folsom, California, starting time is 10:00 AM and meetings generally last approximately two hours. Discussions include the operation of the Chapter as well as planning for upcoming events and such other items as may come before the Board. Anyone interested in joining the Board or becoming a volunteer please contact Mr. Dennis Stefani by sending a letter to his home at 114 Coralie Way, Folsom CA 95630-3303 or email him at d.stefani@sbcglobal.net.

We Need Articles

Please consider a contribution to the PCC and your fellow members. If you have an interesting photograph or story, send it to the editor, Irene Lugg at P.O. Box 292927, Sacramento, CA 95829-2927 or via email at bilugg2729@att.net. Editor does not verify articles for factual or grammatical accuracy.

Membership Information

Membership in the Pacific Coast Chapter includes all National R&LHS publications, and the bi-monthly Western Railroader, which is available only to Pacific Coast Chapter members. Dues are $52 per calendar year. Checks, payable to PCC, R&LHS should be sent to Bill Lugg, Jr., P.O. Box 292927, Sacramento, CA 95829-2927. Editorial material should be sent to The Western Railroader, P.O. Box 292927, Sacramento, CA 95829-2927, or email at bilugg2729@att.net.

Attention Web Users

Be sure to check our website, www.mp1.com, from time to time.

We plan to update the Calendar of Events in the near future as well as showing more of our photos from the Chapter's archives.

You can email comments and questions about the website to pccrodolf@aol.com. Be sure to indicate mp1 website in the subject line.

The **FRED A. STINDT** collection of negatives has been catalogued. This collection includes locomotive portraits, primarily of Southern Pacific steam & diesel motive power, with some action shots. Prints Are now being offered for sale.

For more information please contact:
Pacific Coast Chapter, R&LHS Attention: Carl Rodolf
5810 Hemlock Street, Sacramento, CA 95841-2308
Fax: 916/344-4325, E-mail: crodolf@aol.com

Change of Address Form

Name:_____

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Send to Bill Lugg, Jr., P.O. Box 292927, Sacramento, CA 95829-2927

The PCC is offering excess copies of past issues of the *Western Railroader* for sale at $3.00 per issue, postage paid. These include any issues published by the PCC only. Non-members $4.95.

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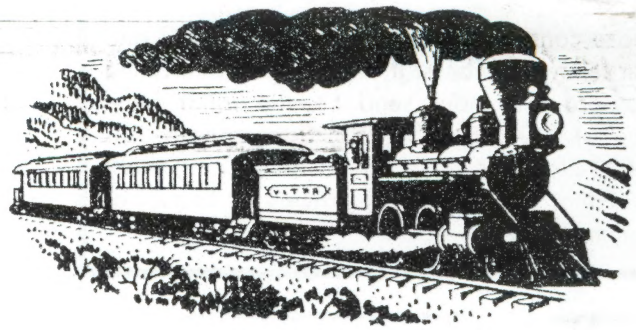
Seasons Greetings



FUTURE EVENTS

February 7, 2009 – Saturday, 12:00 to 4:00 PM, Spenger's Fish Grotto, 1919 Fourth Street, Berkeley, CA, Winter General Membership Annual Luncheon and Meeting. Guest speaker, Mr. Art Lloyd, presenting "Memories of the Western Pacific Railroad and the CALIFORNIA ZEPHYR" when he was with the Western Pacific's Passenger Department.

Be Sure to visit our Web Page at:
www.mp1.com!

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